

TO BUILD UP OUR MARINE

Sensible Suggestion Comes From J. Ernest Laidlaw, a Well Known Portland Man.

REGISTRY SHOULD BE OPENED

If Americans Could Purchase Vessels Where They Wish, It Would Soon Increase Our Tonnage.

"Give the liners a mail bonus and permit American firms to purchase vessels where they wish, thus allowing craft of any build to come under our registry, and you have a solution for the rehabilitation of the American merchant marine," was the substance of the remarks of J. Ernest Laidlaw of the firm of James Laidlaw & Co., when discussing the approaching hearing to be held by the congressional merchant marine commission in Portland August 1.

"Why all this discussion relative to the upbuilding of the country's shipping interests, when a well-tried plan presents itself for adoption? Germany and Norway both owe the increase in their merchant fleet to just such a proposition. Vessels built on any quarter of the globe are registered under those flags, and the result has been all that could be wished. What is the sense of taxing a man in Arizona, for instance, who probably never saw a ship, in order that more carriers may be built in this country? It would prove a constant drain on the treasury, besides it is doubtful if the American shipbuilding plants could construct steamers and sailing craft fast enough.

"The United States has comparatively but few yards, and there would be plenty of work for all if foreign-built ships were taken under our registry. Last year Germany bought 3 1/2 per cent of the merchant vessels built in England, besides commissioning those launched on her own shores. This talk about foreign built vessels being inferior to the American manufacture is inconsistent. You can buy American steel cheaper in England than in America for shipbuilding purposes, and the product of such yards as are on the Clyde can certainly be compared with any in the world. At the present time a foreign built vessel cannot be taken under the stars and stripes unless built here or she has been wrecked and three-quarters of her full value spent to rebuild her.

"Within six months after the adoption of a plan for taking all vessels under the flag, the merchant marine fleet would be augmented by the addition of fully 30,000 tons. The steamers of the Dollar line are registered in British Columbia, and many other owners in San Francisco have ships flying those colors, because they are foreign built. The laxness of the Chilean laws induced a number to take out registries under that mandana, all of which would be immediately brought under the protection of Uncle Sam. When the United States obtained the Hawaiian group a large fleet of craft constructed in other countries were given the benefit of an American registry, thus increasing the strength of the fleet.

"Of course it would not be just or equitable for the government to place a high fee for a registry, because it would not be placed at any expense. There are British and German tramp steamers now in the Pacific that would unquestionably fly the stars and stripes under those conditions. The federal laws extend the best of protection to the American trade on the Atlantic, Pacific and in the Philippines, and the only reason more of our vessels are not operating in the deep water trade is because the coastwise business keeps them going. If the liners were given a mail subsidy with the understanding they were to be included in the auxiliary fleet, so as to be available in time of war, that would be all the bounty necessary.

"The lesson gleaned by France in the subsidy business appears to me to have been a costly one. Though the law has been in force but two years, the government is short fully \$72,000,000 of the amount required to meet the obligations to the shipowners. According to the measure the French vessels were compelled to sail from a French port with cargo. France not only wanted to increase her mercantile fleet, but saw an opportunity for bringing in and taking away vast quantities of imports and exports. That was the undoing of the subsidy, for vessels loaded in Great Britain for different parts of the world, first head-

ing for Cherbourg or some other French harbor, and remaining there a few hours, then continuing on their way, sailing under the bounty, though they carried an English cargo from an English port."

WANT LOWER LUMBER RATES

Millmen to Hold Conference at Portland With Ben Campbell.

Portland Journal: "Ben Campbell, assistant traffic director of the Harriman system, will be here in a short time and the matter of a reduction in the lumber rates to Missouri river points will be taken up with him," said W. B. Ayer, president of the Eastern & Western Lumber Company, yesterday.

Mr. Ayer has returned from the east having been a delegate to the national republican convention at Chicago, and he was speaking of the efforts made to secure a reduction on the lumber rates to the east. Mr. Ayer believes there would be no difficulty in getting a 40-cent rate to Missouri river points, were it not for the fact that the officials of roads running to the south threaten to meet any rate made by the roads running to the northwest coast, with the result that southern lumber would still be able to keep the Oregon product out, if the threat were carried into effect.

"It is true that a lower rate was made on hemlock and spruce, but this is of no benefit to the staple fir productions of Oregon," said Mr. Ayer. "What is needed here is a lower freight rate on Oregon fir, that is in great demand. The production of lumber has increased and it is important for the industry that rates be made so that the product can be placed in the eastern market." Puget sound lumbermen recently held a conference with railroad traffic managers at Chicago, but it availed them nothing. The only concession granted was a reduction on the rate of hemlock and spruce, used for special purposes only.

A lower freight rate on fir to Missouri river points, that is, a reduction to 40 cents a hundred, would open a great market for Oregon fir, and all the mills would have to run on full time day and night to fill the orders. There is a little comfort, however, in the statement of Mr. Ayer that the matter will be taken up with Mr. Campbell and it is possible that the Harriman lines might be induced to make some concessions in the matter of shipping Oregon fir.

J. C. Croskey, manager of the Holmes Lumber Company, with offices in the Oregonian building, reports a material increase in the rail shipments of lumber to the east, since the railroads reduced the rate on spruce from 50 to 40 cents per hundred. There are plenty of inquiries for fir lumber, but on account of the freight rates and the prevailing prices that can be secured it does not pay to handle it except in some special instances. Spruce, however, brings a better price, as it is used for boxes and special work, and with the reduced freight rate can be handled and marketed to advantage.

MILLIONAIRE'S QUEER WILL.

Excludes All Heirs Who Use Liquor, Tobacco or Drugs.

Franklin, Pa., July 20.—S. P. McCullmont, an eccentric millionaire, who died last week, devised a way to prevent intemperance among his heirs. He will, just filed, exclude as beneficiaries any child who indulges in the use of liquor, tobacco, or narcotic drugs. The entire estate goes into the hands of the executor, who shall manage it and divide annually the proceeds among only such children as do not use tobacco, liquor or narcotic drinks in any form or in any quantity. Any member of the family who uses any of these three things may become a beneficiary in the estate by abstaining from the use of them for a year. The beneficiary if he returns to the former habit is cut off.

Mr. Callmont carried his doctrine to the extent of advising against the employment of any man or woman on the estate who smokes, drinks or uses narcotic drugs. There are two daughters and four sons. All the latter are said to be smokers.

Decrease in Pension Roll!

Topeka, Kas., July 20.—The rolls for the Topeka pension agency, the largest in the United States, show a decrease of nine pensions for the year just ended. The list contains 115,620 pensioners who drew \$16,294,221 last year. During the year 4,332 pensioners died. Most of the veterans who died leave widows.

Wages Reduced in Cotton Mills.

Manchester, N. H., July 20.—Notices have been posted in all three of the Suncook cotton mills announcing a cut of 12 1/2 per cent in wages of all operatives, to take effect July 25. The cut is due to a surplus in manufactured product. About 1,500 operatives will be affected.

STRIKERS TO REMAIN IDLE

New York Carpenters Will Not Go to Work Until Agreement Has Been Interpreted.

WILL STOP ALL THE BUILDING

Unless the Contractors Come to Terms on Disputed Clause, 4000 Men Will Keep Up Indefinite Strike.

New York, July 20.—Four thousand union carpenters who have been locked out by the Building Trades Employers' Association have decided to remain idle indefinitely, pending a hard and fast interpretation of the general arbitration agreement under which they have recently labored, with especial reference to that part binding the employers to use only union men. The lockout was precipitated by the alleged employment of non-union men by one contractor. One of the union leaders declares that the struggle will continue all summer and completely check building operations here unless the contractors come to terms on the disputed clause over non-union help.

Both sides are firm and it is thought likely that the struggle will prevent the completion of many buildings now nearly finished. It is a disputed point whether or not any of the other unions will be dragged into it. Unless the present arbitration plan under which building operations have progressed rapidly since the disastrous experiences of last year is completely abandoned, there can be no strikes, sympathetic or otherwise.

SCHOOL FOR ALL "ISMS."

Half a Million Dollars Set Aside for Michigan Temple Tower.

Kalamazoo, Mich., July 20.—A \$500,000 school and sanitarium, surrounded by beautiful parks, through which broad avenues will wind, is being built at Gull Lake by Mrs. May Cecil Lincoln of Buffalo, who has purchased 52 acres along the lake front. The work will probably not be completed for three years. It will be called "Temple Tower."

The sanitarium will be conducted along the lines of new thought. The latest improved methods of scientific treatment will be used instead of medicines and drugs. Such discoveries as color and sound vibrations, osteopathy and electrical appliances will be used. In the school, oriental teaching dealing with the far eastern philosophies will be taught. Mrs. Lincoln says: "Palms and all the mental and Christian sciences will find a home in our school."

Mrs. Lincoln is well known in Michigan, where she has taught her beliefs for several years. For the past two years she has conducted classes in nearly all the large cities of the state. She is supported in the enterprise by the adherents of her belief in Buffalo and other cities.

Meat Supply Very Low.

Middletown, N. Y., July 20.—Fifty western steers and 300 sheep have been butchered at the state hospital abattoir to supply Middletown and vicinity with fresh meat. The livestock was sent to this city on the hoof on account of the strike.

The scarcity of fresh meat has led many farmers to fatten cattle and the old-fashioned killing is now becoming common.

No Pity Shown.

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